

## WE'RE NOT IN IT.

The Senate Defeats the \$50,000 Indebtedness Bills Killed.

Congress Kills the Free Coinage Bill—Almost an Accident to the Sherman Funeral Train.

### THE LAST DAY.

The World's Fair and The Dalles \$50,000 Indebtedness Bills Killed.

Fulton's bill for the sale of tide and swamp lands; bill allowing justices to commit persons to the insane asylum in the absence of county judges; bill against boycotts; Fulton's bill exempting railroads to be built within two years from taxation.

In the Senate the World's fair bill failed. The bill authorizing The Dalles to incur an indebtedness of \$50,000 failed on motion of third reading. A motion to indefinitely postpone the bill was also lost.

A joint resolution, that public building commissioners be constituted a committee of arbitration and be instructed to contract and enter into negotiations for purchase of electric light plants, etc., used in lighting the capitol and penitentiary was adopted.

Thomas' military bill carrying \$16,000 was passed.

At the caucus last night the following nominees were chosen to be voted on in joint session late this afternoon: For railroad commissioners, George W. Colvig, of Roseburg; Robert Clow, Junction City; A. N. Hamilton, Union. For fish commissioners, F. C. Reed, R. C. Campbell, Geo. T. Myers. For pilot commissioners, J. F. Halloran, and B. F. Packard, Astoria; J. A. Brown, Portland. For librarian, J. B. Putnam. For boatman at Astoria, Adolph Johnson.

Nominations Ratified.

SALEM, Or., Feb. 26.—3 p. m.—Legislature met in joint session at 2:30 and ratified republican caucus nominations.

Had Accident to a Sheep Train.

NEW YORK, Feb. 26.—A sheep train consisting of twenty cars while standing in the fourth avenue railroad tunnel was run into by the Norfolk local this morning, wrecking the cars of both trains.

The wreck was then run into by a third engine and several of the cars were consumed by fire. Five trainmen were killed and seven seriously injured. None of the passengers were hurt.

Four more bodies have been removed from the wreck and these are thought to be all the dead. All are burned beyond recognition. A number of the injured will probably die.

The police have announced today that the total number of dead is six.

THE FUNERAL TRAIN.

Almost an Accident at Pittsburg—Marks of Respect.

PITTSBURG, Feb. 26.—The Sherman funeral train arrived here this morning. It met with an accident all along the line. The train ran into an open switch at Mansfield but was only delayed five minutes. But for the fact that the train was running slowly a collision would have occurred.

When the train arrived at this city the bells tolled and minute guns were fired, flags were dropped in the rain at half mast. At the depot there was a large crowd.

THE BEAUTIFUL.

The Heaviest Snow of the Season Prevailing in the Northwest.

CHICAGO, Feb. 26.—Reports from all over the northwest indicate that the heaviest snow of the season prevailed last night. Railway traffic is not interrupted much yet. Trains through Wisconsin are delayed somewhat by sleet.

Telegraphic communication with all points in the northwest is badly demoralized but as a large force of men are repairing the damage, everything is expected to be in good shape soon.

Free Coinage Killed.

WASHINGTON, Feb. 26.—The house coinage committee today, by a vote of eight to four decided to report the senate free coinage bill adversely with the recommendation that it do not pass.

Congressional Proceedings.

WASHINGTON, D. C., Feb. 26.—The senate today passed 145 pension bills and then proceeded to a consideration of the Nicaragua canal bill.

The special committee on post office and post roads today authorized a favorable report on the bill introduced to establish postal savings banks.

Cancelled His Western Engagements.

TOKYO, Kan., Feb. 18.—Powderly has left for Scranton, Pa. having cancelled his Western engagements.

BOSTON ENTERPRISE.

Samples of Our Wares Will be Put on Exhibition in South America.

BOSTON, Feb. 18.—Reciprocity with Brazil is soon to be put to a practical test. The plan is to send three American steamships to Brazil, loaded with samples of almost every known product of this country. It is distinctly a Boston idea, and no less than a score of capitalists in that city are interested in the scheme to increase the American trade in the southern republic. New York, and those in other cities, who wish to take part in the enterprise, will be permitted to do so, but the promoters expect to have the ground-floor profits, and to push their own special lines. The scheme has assumed vast proportions, and all plans are expected to be perfected so that the expedition can start during the latter part of April or the first week in May for Rio Janeiro. Arrangements are being made to rent some large buildings in Rio Janeiro for exhibition purposes, and samples will be shown there first. The plan is after visiting Rio Janeiro, to take the samples to the other coast of Brazil, and it may be that Buenos Ayres and other

## THE DEAD HERO.

General Sherman Being Buried with Appropriate Honors Today.

St. Louis, Feb. 26.—The train conveying the remains of General Sherman reached East St. Louis at 8:15 this morning.

St. Louis, Feb. 26.—Flags all over the city are at half mast. Many of the buildings and stores are draped in mourning and black framed portraits of the dead general could be seen in numerous windows.

Business in the city is entirely suspended and the streets are filled with people.

The day is cool and clear but the streets are very muddy from the recent rain storms.

The funeral train arrived at 8:30. A salute from a battery announced its approach.

When the train reached the platform it was met by Governor Francis who was there with his staff and members of the reception committee.

After an exchange of greetings the casket on which the body was to be borne was drawn up by six bay horses, the riders of which were the men who worked the Hotchiss guns at the battle of Wounded Knee in the recent Indian war.

The bearers were sergeants, four from the seventh cavalry and four from battery E, artillery.

In front of the caisson was the Twelfth infantry from Fort Leavenworth, drawn up in line facing the depot. On the opposite side of the street was Ransom Post, G. A. R. which acted as guard of honor.

The horse that was led behind the caisson, was equipped with the dead general's saddle, bridle, boots and spurs. He was a black one belonging to troops D, Seventh cavalry.

The windows of nearly all the buildings are filled with spectators and the walks crowded with a struggling mass of humanity.

As the casket was removed from the car and placed on all sides. The procession then formed and the march to the grave was begun.

The route of the procession is from the depot to Calvary cemetery, a distance of nearly eight miles, through some principal streets and avenues of St. Louis.

The procession was divided into six divisions. It was composed of the regular military as escort. Grand Army posts, the Royal Legion, Sons of Veterans, Civic Societies, State Militia of Missouri and the members of the legislature of Missouri, Illinois, and Kansas, Governor of states and their staff and unorganized bodies, citizens in carriages and on foot.

The services at the grave were of a military character the only exception being a reading of prayers by the Rev. General Sherman, son of the deceased.

THE "MARINE" WHIPPED.

Young Mitchell Does Him Up in the Twelfth Row.

SALEMAN, Feb. 21.—At the California Athletic Club rooms last night Jonny Herget—better known as "Young Mitchell"—knocked out George LaBlanche the "Marine" in the twelfth round.

TO SUCCEED WINDOM.

The President Nominates Gov. Foster for the Position.

WASHINGTON, Feb. 19.—The president today nominated Charles Foster of Ohio to be secretary of the treasury.

Martin A. Knapp of New York has been nominated as interstate commerce commissioner.

Press Comments.

WASHINGTON, D. C., Feb. 21.—The nomination of Ex-Governor Foster, of Ohio, to be secretary of treasury is favorably received about the capitol. He is, it is said, thoroughly in accord with the president's financial policy and conservative man whose opinions are all favorable to sound and stable currency.

Representative McKinley said: "Foster will demonstrate the wisdom of the president's selection. He is sound on finance and an able man."

A TERRIFIC BATTLE.

Two Thousand Soldiers Killed in a Hand to Hand Fight.

AFRICA, Egypt, Feb. 12.—A severe engagement was fought at Tokos Ebnury between the Egyptian troops and Osman Digma's forces. Nearly two thousand lives were lost. It was a desperate hand to hand fight and lasted for over one hour. The Egyptian cavalry charged dervishes who retired in disorder suffering a crushing defeat. The dervishes numbered at least 3,000 fighting men and there was about an equal force of the Egyptians.

THE FLOODS.

High Water All Over the East and South.

CINCINNATI, Feb.—The White river is rising at Parkersburg. It has been rising at points below. Here it has risen six feet and four inches since yesterday morning.

WASHINGTON, D. C., Feb. 21.—Heavy rains fell in most of the districts east of the Mississippi river, being especially severe over the lakes.

PITTSBURG, Feb. 21.—Another flood in the Ohio valley is expected, as rain has been falling all day with no indications of clearing weather.

The Monongahela and Allegheny rivers are again rising. The damage done by the flood in this section will reach many hundred thousand dollars.

A \$10,000 Fire at Colfax.

COLFAX, Wash., Feb. 21.—A fire occurred this morning in the drygoods house of Wheeler, Matlar & Co., in Fraternity block destroying the block and damaging the entire stock. Loss is estimated at \$20,000, covered by insurance of \$10,000. Fire is supposed to have been caused by crossing electric light wires.

## EXTRAVAGANCE IN RAILROAD MANAGEMENT.

It is a poor compliment to the management of the Union Pacific Railway Co., that 120 cars of wheat, on an average, are daily shipped from the Walla Walla country to eastern markets and the shippers of that wheat are able to pay three cents per bushel more for it than can the buyers for the Portland market.

In other words, the Union Pacific exacts three cents per bushel more for carrying wheat from Walla Walla to Portland, a distance of about two hundred miles, than does the Northern Pacific for carrying it nearly ten times that distance. Is it possible that the Northern Pacific are doing this business for the pleasure of taking it from the hands of the Union Pacific, or is the Union Pacific simply chalking its own throat in an attempt to swallow all the profits of wheat raising? With a country, naturally tributary to this road which, with the least encouragement in the world, can give it all the freight business it can handle with double its present rolling stock, with a people to deal with who are not less intelligent, enterprising and fair than the inhabitants of other states, it makes no effort to encourage settlement within its natural territory, and is regarded by its patrons as their most powerful enemy and unmerciful master. The entire population along the portions of its road in Oregon and Washington are today aroused as never before to resist what seems to them the efforts of this corporation to drive them from their farms and their homes. Their apprehensions may be and perhaps are overdrawn in a measure, but the plain, indisputable fact nevertheless remains that its rates are disproportionate to those of other roads and that little or no profit is left to the producers when their products are marketed. So strong has become the feeling against the company that when it appears as a litigant before the courts the average jury of farmers can not be led to see any merit in its claim, and it is notorious that all that is necessary for the opposing party is to make a case sufficiently strong to go to the jury in order to prevail. So strong is the feeling that the company are capable of injustice alone, that most men deem it entirely legitimate to avail themselves of any and every opportunity to get even; to steal from the company and to aid others in stealing from it, are deemed proper means of revenge with men otherwise honest; in fact it has about as few friends among its patrons as had the secessionists in New England when Sumpter fell. This condition of affairs may be a necessary result of operating a railroad but we do not understand why it should be so any more than in the carrying on of any other large enterprise. Under the present conditions upon producers of this country there is nothing to encourage the further settlement of the country and in the absence of such settlement the business of the road can not increase; the bitter prejudice and enmity will grow until a union among the producers is cemented strong enough to enable them to open the Columbia to navigation and thus break the bonds in which this company now holds the commerce of the country.

HOW TO RUN A NEWSPAPER.

CHICAGO, Feb. 11.—Judge Blodgett has on hearing in the United States District Court a litigation to determine what part of the capital stock of the Chicago Times is fraudulent. The case is a relic of the time when James J. West ran a brief but brilliant course as editor of the paper.

Among the evidence introduced today was an interesting letter written by West to one of the stockholders during West's incumbency. From this letter the following extract is taken as showing the policy of the editor:

"It is the province of a newspaper to make them fear rather than to make them love. A goody-goody paper won't pay and never has paid. What I would like to do here is to raise hell from one of this city to the other, and that is the best way to win friends and make them useful to us. My wife says I have no friends except those who are afraid to be my enemies."

Oregon has a few contemptible representatives of this same red-eyed style of newspaper pirates, but they only flourish where they can draw sustenance from the lower levels of humanity.

Our friends at Hood River send up a bitter wail over the death of the Cascade county bill, and take occasion to censure Representative Johnston and some of our citizens most severely because of their opposition. We plead guilty to the charge that the people of the eastern portion of the country opposed the bill, and we presume a considerable portion of the inhabitants of the territory of the proposed new county would do the same. It was the opposition of the people of Cascade county with the general feeling in the legislature against the creation of new counties that defeated the bill. Had we of the Dalles maintained an armed neutrality, the opposition of the people of Cascade county would have killed the bill; and had not the sentiment of the people of the Dalles been grossly misrepresented by the Hood River advocates of the bill it is probable that no direct opposition would have been made here. We think the people of what would have been Cascade county have themselves and not Representatives Johnston and Welch, or our citizens, to thank that Cascade county is not a county.

IN SELECTING EX-GOVERNOR CHAS. FOSTER for the treasury portfolio, President Harrison has reaffirmed his belief in the general principles of the Republican party. Foster in a strong advocate of a protective tariff and is a representative republican in all other respects. He is a firm, conservative financier and his appointment gives assurance that the policy of his predecessor will be closely followed.

This is the last week of the present congress.

## HELP YOURSELVES.

The joint committee of the legislatures of Oregon and Washington met and determined to do nothing to open the Columbia. The legislature of Oregon has yielded to the subtle influence of the opponents of an open river and will adjourn without doing more than to appropriate \$60,000 for a portage road at the Cascades; the influence of the large cities on Puget sound will prevent any legislative action in Washington, and the government will make no temporary improvements. The increased acreage and lack of increased transportation facilities will add greatly to the past burdens and embarrassments of the producers of Idaho, Eastern Oregon and Washington, and no relief can be had for at least two years, unless the people of the three states join hands and independently of legislative or congressional aid make the necessary improvements to open the Columbia. The present is the time to do this; the people are enthusiastic and wonderfully in earnest. Should a private corporation be formed at once and a live, well informed man, who is thoroughly acquainted with the needs of the people and who could present the matter to the people in its right light, be placed in the field no difficulty would be found in placing a million dollars of stock in these three states. To Astoria, Portland, Vancouver and The Dalles, an open river is infinitely more valuable than the Hunt, or any other system of railroads; it turns the commerce of an empire down the channel of this great river to our markets. It would create a transportation line beyond the control of any single corporation or individual; so far as the river itself is concerned it is open to any and all, and the portage roads should and could be so managed as that they too would be practically open to all. With this vast volume of commerce wrenched from the hands of the railway companies who now control it much of the strong influence always exerted upon congress and the other departments of government would be removed and the time would be hastened when portage railways would no longer be required. Let us take hold of this matter after the manner of business men and open our great Columbia by our own efforts and with our own means. Portland is most deeply interested; we look to her to set the ball rolling.

WHO DID IT?

The report circulated upon our streets yesterday that Representative McCoy of Sherman had openly opposed the Raley portage bill was corroborated by some of our citizens who returned from Salem and who heard his speech against the bill. We know not what may have been his motives, nor what influence led him to desire the defeat of a measure so urgently desired by all Eastern Oregon; but we do know that he entirely disregarded the wish of the men who placed him in office and utterly betrayed the trust imposed upon him by the people of Sherman and Wasco counties. It was not because he was ignorant of the river bank from Celilo to The Dalles that he erred in stating that it would be impossible to construct a portage road on this side of the river; it was not because he believed the portage would be useless when constructed without a transfer boat, or that he had any hopes of the government constructing a portage road, that he urged the amendment; nor did he urge the amendment because he believed it was made in good faith. His abject effort of the session was in opposition to the wishes of his constituents, and we believe his action, more than that of any other representative defeated the bill.

It has been stated that Senator Watkins delayed the report of the joint committee of the legislatures of Oregon and Washington, and thereby caused the defeat. In justice to Senator Watkins we are glad to say that the statement that the report of that committee was delayed by him is wholly false and the person who made the statement before the legislature retracted it and apologized for his error. That report was ready at the time it was due and the fact that it was not presented when expected was not the fault of Wasco's senator.

With a representative from the two counties in which the road would have been constructed standing in the ranks of the bitterest enemies of the bill and advocating the amendment which they had suggested, the southern portion of the state could not be expected to lend its aid. We think the Union Pacific railroad is under greater obligations to Representative McCoy than to anyone else for the greatest victory it won in the session just closed.

It is an easy matter to see after disaster has come how it could have been avoided and it is always easier to explain how a thing can be done than to do it. The press of the state will be filled with lectures to the legislators during the coming days upon what they have done that ought not to have been done and what has been left undone that ought to have been done. We do not desire to take part in this scolding campaign, but we offer generally to those who have been disappointed, this advice: Whatever legislation of a local nature may be desired let it be prepared long enough before the next session to enable all interested to be heard. Our charter bill was perhaps not without objection, although we felt that it was very important that most of its provisions should be adopted. The water bill as introduced by Senator Watkins was of very great importance to the city and our taxpayers and its defeat will be more deeply felt in the future than at present. Both the measures were defeated by the misrepresentations of a few, notwithstanding the very general and positive expression in their favor. Had the bills been prepared two or three months before the meeting of the legislature, we believe they would today be laws. The misrepresentations which were made at Salem concerning the sentiment of the people here, and which defeated these measures would have been disarmed and helpless. Experience is a dear teacher but it teaches.

The people of Wasco County were disappointed again yesterday by the news from Salem, this time on account of the vetoing of the wagon road bills. For the first time in many years we had asked state aid for the construction of a road and the senators and representatives had granted our request. The proposed road over Tygh hill would have been of great service, not alone to the people of this county, but to all who pass through our county on the way to the Willamette Valley by the way of the Barlow road. It is sorely needed and was an entirely proper object for state aid. We believe that stinginess in the matter of good and permanent wagon roads in a state like Oregon is the opposite of true economy. We sincerely hope these bills will pass over the governor's veto.

We opine the defeat of so many very important measures in the legislature which is just ending, in which the people are so directly interested, and especially so far as the transportation problem is concerned will result in downing the republican and democratic parties by the farmers' alliance at the next biennial election and elect a legislature from the producers instead of from the herd of politicians who want office at the expense of justice.

From Pendleton and Walla Walla to Astoria the proposition to open the river by a private corporation results with strong encouragement. This is the only sure method of getting the work done within the next decade. As long as the railway companies can obstruct legislation, as they now seem to be able to do, the river will remain obstructed.

## ANOTHER SENATORIAL SUBTERFUGE.

Portland Oregonian: The house did well to reject the senate substitute for the Raley portage railway bill. The substitute promises no relief of the present situation. It appropriates \$125,000 to build a transfer boat, to run between The Dalles and the Cascades, in case congress builds portage railways about those two obstructions. This amounts to nothing. Congress will not build portage railways. If the building of a transfer boat is made contingent upon this action by congress, it will not be built. The result of the passage of this bill would be that nothing will be done.

The transfer boat idea is a good one, as it would save breaking bulk twice between Celilo and the Cascades, and it ought perhaps to be made part of the portage railway scheme; but a transfer boat is of no use without a railway, and if there is to be a railway, the state must build it. To spend \$125,000 for a transfer boat in the expectation that congress will build a railway is to throw it away. To appropriate \$125,000 for that purpose, conditioned upon the building of a railway by congress, is to do nothing at all. The condition is an impossible one. Nothing will ever be accomplished in this work until all reliance upon the federal government is abandoned. What congress will do and what it will not do in improvement of waterways is made perfectly clear by precedent and practice. It will complete the canal around the Cascade, but it may be ten years about it. It may some time dig a canal about the Dalles, but it will be at least fifty years about that. But congress will make no improvements that are not permanent. It will do nothing to afford present relief. If there is to be a portage railway, the state must build it. The alternatives are, a portage railway built by the state, or endurance of the present embargo upon Columbia river traffic for a generation.

This ought to be clearly understood by the friends of the portage railway scheme. It is understood well enough by those who are urging the transfer boat plan, as a substitute for portage railway. As well propose a wheel as a substitute for a cart. The transfer boat is simply a useful accessory to the railway. Time enough to build it after the railway is built. At the present juncture, the transfer boat substitute is made to serve the same purpose the city hall commission amendment was intended to serve. To speak the plain truth about it, it is another senatorial subterfuge, intended to defeat the portage railway. This will be the practical effect, if it is adopted. The same result may follow if the senate refuse to pass the original bill, if the house persist in rejecting the transfer boat substitute. In this event, the people of Eastern Oregon will know just who is the jailor who turns the key on them for a new term of commercial imprisonment.

HAIL, AND FAREWELL!

If that is the course to be persisted in by the senate, if all reasonable measures are to be thrown overboard just because the corporations now resist them, Oregon will be turned over in 1892 to the alliance, labor and granite party, as sure as the sun is to rise tomorrow morning. Without turning over our hand, without even enacting his charter in either house, the governor will be made the political autocrat of Oregon, so far as he is capable of being such. The logical result will be to force him into the position of leader of the labor and farmer vote, and under that enforced leadership Governor Penney will be made United States senator from Oregon by a legisla-

## GOOD LORD DELIVER US.

Portland Oregonian. The legislature ought to have authorized the construction of a portage railway at The Dalles. Had it enacted a proper assessment law, this railway would have been built and the state would not have felt the outlay. The next legislature could have ordered the construction of a transfer boat, which could be built in ninety days, and the problem would have been solved. But where one member was ready to urge immediate action, two or three were always at hand to fill every proposition full of obstacles. No spur to action was sharp enough to overcome the stolid resistance of inertia and hesitation, the customary disposition and inclination to postponement and delay. But the demand for this measure is not to be silenced. It will increase to a storm, will rise to whirlwind, and will sweep all before it. A beginning of this work—a work that the people will surely insist on till they get it—ought to have been made now. Postponement of it has only thrown forward a most disturbing factor into coming elections.

Victims of Accidental Shooting.

Hood River, Or., Feb. 21.—Newton, aged 13 years, the son of Dr. E. J. Thomas, was shot in the head accidentally this afternoon at 4 o'clock, dying at 7. Several boys playing on the railroad bridge had a 22-calibre gun. In scuffling for its possession the gun was discharged, the bullet striking the Thomas boy in the left temple.

To Oregon belongs the honor of being the first state or territory on the Pacific coast to have a Masonic lodge established within its borders. To Olympia the honor of establishing the first lodge of Odd Fellows, and Walla Walla comes next.

Mr. Anderson shipped two cars of mutton sheep from the stock yards yesterday to the Sound markets.

PROFESSIONAL CARDS.

D. E. O. D. O. DOANE—PHYSICIAN AND SURGEON. Office: Rooms 5 and 6 Chapman Block. Residence over McFarland & French's store. Office hours 9 to 12 A. M., 2 to 5 and 7 to 9 P. M.

A. S. BENNETT, ATTORNEY-AT-LAW. Office: 105 Second St., The Dalles, Oregon.

D. R. G. C. ESHELMAN—HOMOEOPATHIC PHYSICIAN AND SURGEON. Office Hours: 9 to 12 A. M., 1 to 4 and 7 to 9 P. M. Calls answered promptly day or night. Office: upstairs in Chapman Block.

D. SIDDALL—DENTIST. Gas given for the painless extraction of teeth. Also sets out on silvered aluminum plate. Rooms: Sign of the Golden Tooth, Second Street.

A. R. THOMPSON—ATTORNEY-AT-LAW—Office: In Opera House Block, Washington Street, The Dalles, Oregon.

F. P. MAYR, B. S. HUNTINGTON, H. B. WILSON, M. A. HUNTINGTON & WILSON—ATTORNEYS-AT-LAW—Office, French's block over First National Bank, The Dalles, Oregon.

E. B. DUFFUR, GEO. WATKINS, FRANK MENEFEE, D. DUPRE, WATKINS & MENEFEE—ATTORNEYS-AT-LAW—Rooms No. 71, 73 and 75, Vogt Block, Second Street, The Dalles, Oregon.

W. H. WILSON—ATTORNEY-AT-LAW—Rooms No. 32 and 34, New Vogt Block, Second Street, The Dalles, Oregon.

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Parties Looking for Homes in COUNTRY OR CITY, OR IN SEARCH OF Business Locations,

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Fine Imported, Key West and Domestic CIGARS. (AGENTS FOR)

EST'D 1860

S. L. YOUNG, (Successor to E. BECK.)

It is an easy matter to see after disaster has come how it could have been avoided and it is always easier to explain how a thing can be done than to do it. The press of the state will be filled with lectures to the legislators during the coming days upon what they have done that ought not to have been done and what has been left undone that ought to have been done. We do not desire to take part in this scolding campaign, but we offer generally to those who have been disappointed, this advice: Whatever legislation of a local nature may be desired let it be prepared long enough before the next session to enable all interested to be heard. Our charter bill was perhaps not without objection, although we felt that it was very important that most of its provisions should be adopted. The water bill as introduced by Senator Watkins was of very great importance to the city and our taxpayers and its defeat will be more deeply felt in the future than at present. Both the measures were defeated by the misrepresentations of a few, notwithstanding the very general and positive expression in their favor. Had the bills been prepared two or three months before the meeting of the legislature, we believe they would today be laws. The misrepresentations which were made at Salem concerning the sentiment of the people here, and which defeated these measures would have been disarmed and helpless. Experience is a dear teacher but it teaches.

DEALER IN—

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